MTA Routes and Trains

by cheezitzs

Routes	Service Operations & Fleet Depot Info	Trains	Information
1	**Broadway-Seventh Avenue Local** **Northern Terminal:** Van Cortlandt Park-242nd Street, Bronx **Southern Terminal:** South Ferry, Lower Manhattan **Total Length:** 14.7 miles (23.7km) **Number of Stations:** 38 stations **Current Rolling Stock:** R62A **Maintenance Depot:** 240th Street Yard **Service Hours:** 24 hours daily **Service Stuff** **Primary Line(s):** IRT Broadway-Seventh Avenue Line (entire route) **Service Type:** Local service with all-stops pattern (24/7) **Depots:** 240th Street Yard (360 cars), Livonia Yard (24 cars) Westchester Yard (435 cars)	R62A	**Introduced:** May 29, 1985 (Entered service between 1984 and 1987) **Manufacturer:** Alstom (originally part of Bombardier group) **Family Name:** SMEE **Replaced:** R17s, R21s, and R22s **Number built:** 825 **Number in service:** 823 **Number Scrapped:** 1 **Successor:** R262 **Fleet numbers:** 1651-2475 **Services:** 1, 6, S
2	**Seventh Avenue Express** **Northern Terminal:** Wakefield-241st St, Bronx **Southern Terminal:** Flatbush Avenue-Brooklyn College Station **Total Length:** 31 miles (50km) **Number of Stations:** 49 stations **Current Rolling Stock:** R142 **Maintenance Depot:** 239th Street Yard (shared with 5 train) **Service Hours:** 24 hours daily **Service Stuff** **Primary Line(s):** IRT Broadway-Seventh Avenue Line (entire route)	R142	**Introduced:** July 10, 2000 (revenue service testing) Oct 20, 2000 (official service) **Manufacturer:** Bombardier Transportation **Family Name:** NTT (New technology train) **Replaced:** All the fricken Redbirds (R26-R36) **Number built:** 1030 **Number in service:** 1025 **Number Scrapped:** Details have not been provided (5)

Service Type:

Express service with express stops in Manhattan (between 96th and Chambers Streets) and all stops elsewhere

Depots:

239th Street Yard, East 180th Street Yard (fleet interchangeable with 5 train)

Successor:

R142A

Fleet numbers:

6301-7180, 1101-1250

Services:

2, 4, 5

Specifications

Type / Stock type:
MTA Rolling Stock, Subway electric multiple unit

Car body:
Stainless steel with fiberglass end bonnets

Train Length:
6-car train: 306.24 feet, 10-car train: 510.4 feet

Car Length:
51.04 feet (15.56 m)

Width:
8.60 feet (2,621 mm)

Height:
11.89 feet (3,624 mm)

Maximum Speed:
55 mph (89 km/h),

Weight:
75,550 lb

Traction System:
Adtranz E-Cam propulsion with 4 Westinghouse 1447J motors per car

Acceleration / Deceleration:
A: 2.5 mph/s D: 3.0 mph/s

Auxiliaries:
SAFT NIFE PR80F Battery SAFT SMT8 Battery

Braking Systems:
NYAB GSX23 Newtran “COBRA SMEE” Braking System
NYAB Tread Brake Unit

Safety Systems:
Dead man’s switch, tripcock, emergency brakes

Coupling System:
Westinghouse H2C

Track Gauge:
4 ft 8 ½ in, standard gauge

Type / Stock type:
MTA Rolling Stock, Subway electric multiple unit

Car body:
Stainless steel with fiberglass top end bonnets (some R142s use stainless steel bonnets)

Train Length:
513 ft 4 in (156.46 m) (10 car train)
256 ft 8 in (78.23 m) (5 car set)

Car Length:
51 ft 4 in (15.65 m)

Width:
8 ft 9½ in (2,680 mm)

Height:
11 ft 10 2/3 in (3,624 mm)

Maximum Speed:
55 mph (89 km/h) Service 66 mph (

Traction System:
IGBT-VVVF (Alstom Onix 800)

Acceleration / Deceleration:
2.5 mph/s, 3.0 mph/s (.2) emer

Auxiliaries:
SAFT 195 AH battery (B car)

Braking Systems:
Dynamic braking propulsion system; WABCO RT96 tread brake system

Safety Systems:
dead man’s switch, tripcock

Coupling System:
Model # not listed sorry but from WABCO, linkbars

(110 km/h) Design

Weight:

72,000 pounds (33,000 kb) (A car)
66,300 pounds (30,100 kg) (B car)

Track Gauge:

4 ft 8 ½ in, standard gauge